(g) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) As a public utility organisation, it has been the constant endeavour of Indian Railways to provide and upgrade facilities to the travelling public. Since, Railways have a wide spread of clientele, it has provided facilities suited to the class and range of users from exclusive Rajdhani/Shatabdi trains to trains with totally unreserved classes, long distance supcrfast services to slow stopping trains catering to sectional needs, and suburban trains for daily commuters in big metropolises.

The facilities on board are also as per class of service, type of coaches etc. In Rajdhani/Shatabdi trains free supply of meals, mineral water, newspapers etc. is made to the passengers and whereas in Rajdhani trains bed rolls arc supplied free of charge in all classes, in other trains bed rolls arc supplied free in all 2nd AC coaches, In Bombay-Delhi Rajdhani train, facility for telephone on board is being tried out as a pilot project.

Some of other amenities/facilities provided in trains arc:—

1. Cushioned berths in reserved coaches of all classes.

2. Light fittings including fans.

3. Luggage racks in Chair Car coaches.

4. Toilets with necessary fittings like mirrors & wash-basin etc. in all coaches.

5. Alarm chain for safety.

6. Travelling safaiwallas in nominated long distance trains.

7. Pantry car services in some long distance trains.

At all stations of Indian Railways, various basic facilitics/amcntitics as per scale are provided like drinking water arrangements, waiting halls, booking offices etc. Over and above these other facilities like reservation, retiring rooms, cloak rooms, chiller plants/water coolers, refreshment rooms etc. are provided at important stations as per their requirement. Modern facilities like Computcrsicd Reservation System, computerised unreserved booking through installation of Self Printing Ticket Machines, Computerised Passenger Information and Enquiry System, Interactive Voice Response System arc being introduced at larger scale to upgrade the quality of service to the travelling public and rail users. All bonafidc passengers can avail all the above facilities/amenities cither free or on payment of prescribed charges as per the extant instructions.

(c) and (d) Railway employees arc provided facilities of privilege passes. Privilege Ticket Orders and Post Retirement Complimentary Passes as per their entitilcmcnt in terms of the Railway Servants (Pass) Rules.

(c) The Railway employees can travel in passengers trains on the authority of passes issued to them as per their entitlement.

(f) and (g) A few berths have been earmarked in Rajdhani and Shatabdi Express trains as Duty Pass Holders Quota to be utilised by the Railway staff travelling on duty and also on their privilege passes and post retirement complimentary passes. The reasons for earmarking the Duty Pass Holders Quota is to restrict the travel of Railway Employees in these trains.

Representation by Andhra Pradesh Government for increasing subsidy on Phosphatic Fertilizers

3296. SHRIMATI RENUKA CHOWDHURY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government of Andhra Pradesh has represented for increasing subsidy on phosphatic fertilizers (DAP);

(b) if so, the details thereof; and

(c) the action taken thereon?

THE MINISTER OF AGRICULTURE (SHRI CHATURANAN MISHRA): (a) and (b) Yes, Sir. Some of the Southern States including Andhra Pradesh had submitted a Memorandum to the Prime Minister for increasing per tonne concession on phosphatic fertilizers.

(c) Government of India has announced enhancement of per tonne concession on decontrolled phosphatic and potassic fertilizers with effect from 6th July. 1996. The rates of concession for different products prior to 6th July, 1996 and with effect from 6th July, 19% arc indicated below:—

(figures in per MTs)

Products	Prior to 6th July	w.e.f. 6th July
DAP (ind.)	1000/-	3000/.
Imported DAP	NIL	1500/-
MOP	1000/-	1500/-
SSP	340/-	500/-
Ind. Complexes	435-999/-	1304-2633/.

Criteria for New Railway Zones

3297. SHRI GOVINDRAM MIRI: Will the Minister of RAILWAYS be pleased to state:

(a) the criteria on the basis of which a place is decided as the headquarter of a railway zone;

(b) whether the newly announced six places as zonal headquarters conform to these criteria;

(c) if so, the details in each case; and

(d) whether Bilaspur (M.P.) has been denied its Ultimate claim despite fulfilling all these criteria?

THE MINISTER OF STATE IN THE M1NSTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) New zones arc set up.keeping in view factors like size, workload and accessibility, traffic patterns and other operating/ administrative requirements etc. consistent with the needs of economy and efficiency.

(b) and (c) These factors had been kept in view while deciding on the creation of the new zones.

(d) The issue of reorganisation had been examined earlier by the Railway Reforms Committee and recently by an Advisers Committee neither of which had recommended the location of a zonal headquarter at Bilaspur.

"Pollution Control by Various Industrial Units"

3298. SHRI BHAGABAN MAJHI: Will the Minister for ENV1RORNMENT AND FORESTS be pleased to state:

(a) whether his Ministry had asked different steel plants as well as aluminium and alumina plants to take adequate pollution control measures; and

(b) if so, the steps taken by these steel, aluminium and Alumina plants in that direction during the Eighth plan and the amount spent by each plant in that regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT. JAI NARAYAN PRASAD NISHAD): (a) Yes, Sir.

(b) Most of the steel and aluminium plants have initiated necessary measures to provide pollution control facilities to meet the prescribed environmental standards. The information relating to amount spent by these plants, in this regard, is tying collected and would be laid on the Table of the House.